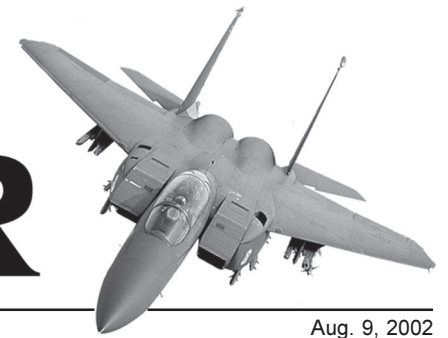


GULF DEFENDER



Vol. 61, No. 31

Tyndall Air Force Base, Fla. *Gulf Defender*

Aug. 9, 2002

In brief

Elementary gate opens

The Tyndall Elementary School back gate will reopen during the school season for Bay County school bus entry and exit only. All other pedestrian or vehicular traffic will be denied access through this gate by security forces personnel. Parents may continue to drop off or pick up their children by utilizing one of the school entrances off of Highway 98.

In the event of increased force-protection conditions, this gate will be closed. Questions or concerns may be addressed to Master Sgt. Troy Gilliard, 325th Security Forces Squadron, at 283-2527.

School bus laws

Florida law requires all drivers going in the same direction as a school bus to stop when the bus displays a stop signal to load or unload children. Traffic moving in the opposite direction must also stop, unless the highway is divided with an unpaved space of at least five feet, a raised median or a physical barrier. The monetary fine for a violation of this law is approximately \$120.

The Florida Highway Patrol suggests that drivers reduce the speed of their vehicles when meeting or overtaking a school bus and be prepared to stop any time. The fines for violating the speed limit in a school zone range from \$73.50 to \$523.50.

Inside

● Honor guard needs volunteers ... **Page 6**

● Powering up: the hush house revealed ... **Pages 8, 9**

● Training for the Air Force marathon... **Page 13**



Lisa Carroll

Star light, star bright

Brig. Gen. Larry New, 325th Fighter Wing commander, watches as his son, Ryan, and daughter, Cara, put on his brigadier general epaulets in a ceremony Aug. 1.

1st Air Force/CONR under new leadership

**MAJ. DON ARIAS AND
STAFF SGT. SCOTT FARLEY**
1st Air Force public affairs

Maj. Gen. Craig McKinley assumed command of the Air Force organization responsible for the air defense of the United States in a ceremony here Aug. 1. General McKinley, a native Floridian, accepted command from retiring Maj. Gen. Larry Arnold.

First Air Force, also known as the Continental U.S. NORAD Region or CONR, played a crucial role in securing U.S. airspace on Sept. 11. CONR is the lead organization for the command and control

of Operation Noble Eagle.

Senior military officers from across the United States and Canada converged on Tyndall Air Force Base to witness General McKinley assume command.

"Nothing is more important for a government to do than provide safety and security and improve quality of life for our citizens," said Gen. Ralph Eberhart, commander of the North American Aerospace Defense Command, who presided over the ceremony. "The key is to be prepared and proactive."

●SEE MCKINLEY PAGE 4



Courtesy photo

Gen. Ralph 'Ed' Eberhart, North American Aerospace Defense Command commander, passes the Continental U.S. NORAD Region's colors to incoming CONR commander, Maj. Gen. Craig McKinley, center, as the former commander Maj. Gen. Larry Arnold observes.

F-22 Raptor: First look, first shot, first kill

Beware: weather changes rapidly

BRIG. GEN. LARRY NEW
325th Fighter Wing commander



I want to begin by offering special thanks to the men and women of the 325th Services Squadron and the 325th Fighter Wing protocol office. These folks pulled off phenomenal feats in working several major events last week that unfolded almost simultaneously. The largest of these projects included the Headquarters 1st Air Force/U.S. Continental NORAD Region change of command, and with it, the reception of about 36 general officers at Tyndall Air Force Base.

I truly appreciate the tremendous support and teamwork shown by these people, many of whom organized events surrounding my own pin-on ceremony. Their first-class professional teamwork paved the way for a very smooth series of events here. Thanks for your outstanding efforts!

On behalf of Team Tyndall, I would



“I hope you paid attention to last weekend’s weather reports concerning Tropical Storm Bertha ... it demonstrated how quickly a storm can grow, from a tropical depression to a tropical storm ...”

BRIG. GEN. LARRY NEW
325th Fighter Wing commander

like to welcome Lt. Col. Will Cassidy to his new post as the 325th Support Group deputy commander. He comes to us from Maxwell AFB, Ala. Colonel Cassidy replaces Lt. Col. Ed “Archie” Manning, who has moved on to a new position — but fortunately not away from us — at Tyndall’s Air Force Civil Engineer Support Agency. Colonel Cassidy, it’s great to have you on board with us in a very dynamic support role for the Checkertail Clan and all of Team Tyndall. I hope you paid attention to last weekend’s weather reports concerning Tropical Storm Bertha, which brushed

past Bay County. While the storm only minimally impacted us with thunderstorms, it demonstrated how quickly a storm can grow, from a tropical depression to a tropical storm — in just hours. It also goes to show you, especially if you are new to Tyndall and the Gulf Coast region, the need to always be prepared for these kinds of weather events. Actually, hurricane season began back on June 1, so we’re already well into the period where these dangerous storms can arise. Please make sure you and your family members have a hurri-

●SEE HURRICANE PAGE 3

Incentive ride becomes ride of a lifetime for this writer

TECH. SGT. DAN NEELY
325th Fighter Wing public affairs

I believe I can say with perfect certainty that July 26, 2002, was the pinnacle of my Air Force career. I say that because I was fortunate enough to win an Air Force-level award and get selected as one of about a dozen other Tyndall award winners in this quarterly program to take a little spin in the world’s greatest air superiority fighter — the F-15 Eagle. Because I basically write for a living, I figured it shouldn’t be too tough a task to write about the experience. Because it was a whole lot of fun, I have selected the tongue-in-cheek method of written communication. So grab those belts and pull ’em tight, because you are vicariously in for the ride of my life.

My incentive flight began easily enough. But wait, you don’t just go climbing into a perfectly good \$40 million MiG-killing machine without first knowing how to get out of it in the event it should become a \$40 million meteorite. And you’d better be healthy. First you need to see a flight surgeon, like Capt. (Dr.) Dan Sepdham, 325th Medical Group. It’s a flight doc’s job to ensure you have the right amount of height, weight, blood pressure and many other bodily considerations, and that you can perform a maneuver called “Val Salva.” (*Note: This procedure has absolutely nothing to do with Tom Cruise’s arch nemesis, Val Kilmer.*) “Val Salva” is the procedure by which you hold your nose like the first time you

ever jumped into a swimming pool, then you attempt to blow air out your nose anyway. This forces air pressure against the brain side of your eardrums to turn them inside out. (Do not try this at home; try it in front of a skilled flight surgeon who can return your eardrums to their normal upright and locked positions.) After all, the flight surgeon is doing you a favor by ensuring you don’t do something foolish like try to fly with a head cold. I would have to guess on this one, but I am willing to bet 25 cents that “Val Salva” failure at 30,000 feet probably feels like having red-hot nine-irons shoved inside your ear canals. Maybe not. Next up is the wing life support shop. There, Capt. Travis Koch, a 1st Fighter Squadron instructor pilot, introduces himself, then begins running a half-dozen of

us incentive flight opportunists through a grueling battery of psychological tests. No, actually he begins assuring us we need not go insane with anxieties over possibly having to eject or “emergency ground egress” (*Translation: Get out of the jet ASAP*). Then Captain Koch goes on to cover dozens of ways we will all die if we forget any of the emergency steps he is trying to teach us. Most of them concern events that will occur if a pilot should have to announce to his incentive flyer “bail out, bail out, bail out.” This is the part to which we all pay incredibly close attention. Once that is complete, we snugly don our parachute harnesses and waddle over to 2nd Lt. Andrew Wilson, who asks us to climb up a ladder, where he suspends us

●SEE RIDE PAGE 10

Gulf Defender Editorial Staff

Brig. Gen. Larry New	325th FW commander
Capt. Chris Karns	chief, 325th FW public affairs
1st Lt. Serena Wallace	chief, internal information
2nd Lt. Albert Bosco	public affairs action officer
Staff Sgt. Roel Utley	editor
2nd Lt. Ryan Fitzgerald	staff reporter
Tech. Sgt. Dan Neely	staff reporter
Teresa Nooney	News Herald staffer

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●FROM HURRICANE PAGE 2
cane evacuation plan and kits prepared for just such an emergency. The 325th Civil Engineer Squadron Readiness Flight offers a wealth of information to help you prepare. The flight has hurricane-related brochures available at the Base Exchange entry kiosk. It is also recommended base members visit www.floridadisaster.org, a state emergency management agency web site, jam-packed with tips, checklists and more to help you stay ready in case a hurricane threatens our area. For more information, contact the CES readiness flight at 283-2854.

Before I close, I want to make all of you aware of an event that may or may not occur but has drawn quite a bit of attention in the local press called “Military Beach Week.” Let me first say that this event is in no way affiliated with or sanctioned by the Air Force or the Department of Defense.

In a press conference Tuesday with the Panama City Tourist Development Council, the Panama City Beach Police Department communicated that while the event is still being investigated, they are concerned about fringe groups known to create public disturbances that may become involved in the activities. One faction being investigated has been linked to gatherings such as Freaknik in Atlanta, and other events that have turned dangerous quickly. This event was associ-

ated with lootings and inappropriate sexual behavior in Atlanta a few years back. While I’m sure most of the Military Beach Week event organizers are well-intentioned people who want to celebrate and reunite with friends and families, it only takes a few people to cause problems for the whole and I felt it was imperative to make sure you have all the facts on the event if it should occur.

As with spring break and bike week events, this Labor Day event was expected to draw a large number of people to Bay County beaches. As you might expect, this event brings the potential for unsafe behavior, some of which is typically linked to alcohol use.

If you choose to participate in Military Beach Week or similar events, please remember these key facts: First, “Military Beach Week” is not sanctioned by Tyndall AFB, the U. S. Air Force or the Department of Defense. Second, as always, Air Force members are accountable for their behavior both on and off-duty, 24 hours a day, seven days a week. Third, with any event involving large numbers of people, I strongly encourage everyone to exercise care and safety in all activities. Finally, it’s always a good idea to use the buddy system when traveling at night or partaking in nightlife activities.

Thank you for paying close attention to all of these considerations. Be safe and have a great week!



Every member of Team Tyndall is valuable. Play it safe, don't become a statistic.

Contractor to provide CE functions

RANDOLPH AIR FORCE BASE, Texas (AETCNS) — On Aug. 1, the Air Force announced a \$133 million dollar contract award to Chugach Support Services, Inc., to provide civil engineering services at Tyndall Air Force Base.

The contract, which begins Oct. 1, is for a period of up to 10 years.

Chugach Support Services, Inc., is an Alaskan Native corporation based in Anchorage, Alaska. Chugach will perform civil engineering services to include maintenance, repair and operation of all real

property and installed equipment on Tyndall. Also involved are services for maintenance and repair of aircraft arresting systems, energy monitoring and control systems, grounds maintenance and minor construction.

Over the past six months, contracting officers and specialists at the Air Education and Training Command Contracting Squadron have been partnering with Chugach Support Services, Inc., to negotiate and craft a long-term contract that will support the Tyndall community

with high quality, high performance services, AETC officials said.

“We are very excited about the relationship that we have developed with Chugach and look forward to them joining the AETC team,” said Lt. Dave Zimmerman, AETC CONS contracts manager.

The partnership will ensure Tyndall is well served over the next decade and at a fair and reasonable cost to the taxpayer, said Lt. Col. Pat Rhode, AETC CONS commander.

“This contract award is a prime example of a small

business’ ability to provide critical mission support to the Air Force,” said Bobby Watts, director of Small and Disadvantaged Business Utilization for AETC.

Tyndall comprises more than 600 facilities, three active airfields and 29,000 acres of improved and unimproved land.

Chugach Support Services, Inc., has been nominated for Small Business Contractor of the year by both the Navy and Air Force and was also awarded the Air Force’s outstanding Contract Performance Award.

●FROM MCKINLEY
PAGE 1

“Because of the cooperation between military and civilian authorities, CONR was able to react quickly on Sept. 11,” said General McKinley.

The general said he will continue to foster that teamwork and train daily to meet the nation’s requirements for rapid response to any threat to the United States’ air sovereignty. So when they’re called upon, they’ll be ready to act – and act fast.

“I want to be very accessible,” said General McKinley.

The general said he thinks the American public deserves it and that Bay County deserves to know what 1st Air Force and CONR are doing.

“We will take every opportunity to be good neighbors and continue to be a positive force in the community,” he added.

The ceremony was also presided over by Gen. Hal Hornburg, Air Combat Command commander.

Re-enlistments

The following individuals re-enlisted in July:

- | | |
|--|--|
| Senior Airman Flor Backer, 325th ACS | Senior Master Sgt. Stewart Jorgensen, 2nd FS |
| Staff Sgt. Kelly Barbour, 325th FW | Tech. Sgt. Mark Kochanski, 83rd FWS |
| Senior Airman Russell Barnes, 325th CS | Tech. Sgt. Kenneth Konkol Jr., 325th CONS |
| Master Sgt. Reginald Bowles, 1st FS | Tech. Sgt. Donald Lentsch, 83rd FWS |
| Staff Sgt. James Breeden, 325th SVS | Tech. Sgt. Bruce Lowe II, 95th FS |
| Tech. Sgt. Gregory Brosman, 325th CS | Tech. Sgt. Roger Newton, 16th EWS |
| Staff Sgt. Anthony Brown, 325th OSS | Senior Airman Emmett Osburn Jr., 81st TSS |
| Master Sgt. Steven Burley, SEADS | Senior Airman Clifford Otto III, NCOA |
| Senior Airman Duane Carpenter, 1st FS | Tech. Sgt. Douglas Pettiford, 325th ACS |
| Senior Airman Alexander Casella, 2nd FS | Staff Sgt. Steven Pinkerton, 325th MXS |
| Tech. Sgt. William Cline, 325th OSS | Staff Sgt. Christopher Qualls, 28th TS |
| Staff Sgt. Keith Comfort, 2nd FS | Staff Sgt. Lorilee Ramirez, 325th MDOS |
| Staff Sgt. Suzanne Cournoyer, 325th MDOS | Senior Airman Dustin Rawls, 1st FS |
| Senior Airman Ra’Sean Davis, 325th OSS | Senior Airman Phillip Riggs, 325th MXS |
| Master Sgt. Robert Delude, 325th LG | Senior Airman Tiara Ruggs, 325th MDG |
| Senior Airman Kawana Dubard, 325th MDOS | Tech. Sgt. Victor Sharp, 2nd FS |
| Staff Sgt. Manuel Feliciano, 325th OSS | Master Sgt. Brenda Soel, 325th MXS |
| Staff Sgt. Thomas Flanagan, 823rd RHS | Staff Sgt. Eduardo Soto, 325th SFS |
| Senior Airman Michael Guhr, 325th MXS | Master Sgt. Daniel Spratto, 2nd FS |
| Senior Airman James Heilig, 2nd FS | Staff Sgt. Glen Talley III, 325th MXS |
| Tech. Sgt. Gary Hite, 1st FS | Senior Airman Juan Toves Jr., 325th CS |
| Senior Airman Anthony Holland, 325th SFS | Master Sgt. Dale Vinson, 325th CS |
| Senior Airman Rhonda Howansky, 2nd FS | Senior Airman Bryan Weeks, 95th FS |
| Tech. Sgt. Shayne Jenkins, 95th FS | Staff Sgt. Rashied Wees, 325th ACS |
| | Senior Airman Kendal White, 2nd FS |
| | Senior Airman Neeley Yarborough, 325th CPTS |

Leadership line

“The F-22 can not only protect itself, but it can also protect the other stealth assets as well. It brings us into an era where an enemy has to do something completely different than he’s doing today in order to defeat this system. And if anything wants to come up and try messing with us, we’ll take it out because (the F-22) is the best air-to-air capable aircraft out there.”

— AIR FORCE CHIEF OF STAFF GEN. JOHN JUMPER IN AN AIR FORCE TELEVISION NEWS INTERVIEW



The F-22 Raptor’s revolutionary blend of stealth, supercruise, integrated avionics and maneuverability gives it first look, first shot, first kill capability.

ON THE ROAD



ON THE WATER



A Designated Driver Makes Sense!

There's only one way
to come out ahead
of the pack.

QUIT



American Heart Association
WE'RE FIGHTING FOR YOUR LIFE

Honor guard recruits Tyndall's finest

1ST LT. SERENA WALLACE
325th Fighter Wing public affairs

With every spin of a rifle and every crisp, clean salute, they proudly represent the men and women of the U.S. Air Force in their drill and ceremonies. They are members of the Air Force Honor Guard, and yes, they are hiring.

A group of ceremonial guardsmen performed at the enlisted club here Tuesday as part of a recruiting effort for the Air Force Honor Guard. The unit, stationed at Bolling Air Force Base, Washington D.C., is seeking new members to join the team, especially senior non-commissioned officers.

Some members of Team Tyndall were inspired to join the team after the honor guard's performance. Airman 1st Class Scott Hebard, 1st Fighter Squadron, filled out an application to join.

"I have a great sense of pride and honor for the Air Force," Airman Hebard said. "I want to be able to display that to everyone. It is an honor and a privilege to be a part of the honor guard."

Members of the honor guard recruiting team shared



Lisa Carroll

Members of the Air Force honor guard performed at Tyndall Tuesday.

their experiences with some of the interested airmen.

"Being a guardsman has rewarded me with experiences I never would've had otherwise," said Master Sgt. Jay Corales, assistant superintendent of ceremonial flight.

Sergeant Corales was one of the guardsmen who folded and cased the American flag during the recent funeral service for Gen. Benjamin Davis Jr., the Air Force's first African-American general. He and the other members of the recruiting team said they wanted others to be a part of such honorable and historic experiences.

This elite ceremonial unit, comprised of about 200 guardsmen, is responsible for providing its services primarily in Washington, D.C., Maryland, Pennsylvania, Virginia and West Virginia. During the three-year assignment, they participate in parades, funerals, changes of command, posting of colors and Pentagon tours. They devote themselves to having an impeccable appearance, being able to stand motionless for hours in 95-degree weather, and training to move in perfect synchronization with other members of the team.

Applicants must meet three

major criteria to be eligible to apply. Those interested must be at least 5 feet 8 inches tall, have good or correctable vision, and undergo a background check. Applicants should also be in relatively good physical condition, have a great attitude and appearance, and pay remarkable attention to detail, said Tech. Sgt. Mike Bell, non-commissioned officer in charge of training.

To obtain an Air Force Honor Guard application or to find out more information, call Staff Sgt. Frankie Petrine at (202) 404-6265 or DSN 754-6265.

All specialties released from stop-loss

MASTER SGT. RON TULL
Air Force Print News

WASHINGTON — The last officer and enlisted specialties on stop-loss will be released beginning Sept. 1.

In making the announcement, Secretary of the Air Force Dr. James G. Roche said the release will be phased in during a one-month period to allow both the Air Force and affected personnel time for transition.

"We have arrived at a new steady-state," Secretary Roche said. "Stop-loss

most certainly helped us get here successfully, but we had pledged all along that we wouldn't hold onto anyone longer than necessary."

The release, which affects three officer and 15 enlisted specialties, will begin with people who had original retirement or separation dates prior to April 1. They will be able to leave beginning Sept. 1. During the second phase, individuals with retirement or separation dates between April 1 and Sept. 30 can be released. In the fi-

nal phase, anyone with a retirement or separation date of Oct. 1 or later can separate at his or her established date.

Members can request to remain on active duty up to five months to transition to civilian life and use accrued leave. The release does not apply to airmen who are currently deployed in support of operations Noble Eagle and Enduring Freedom; all deployed personnel will remain subject to stop-loss as long as they are deployed. Upon

completion of deployment, people will have up to five months to transition.

Stop-loss was implemented shortly after the Sept. 11 terrorist attacks to meet unprecedented mission requirements. The process was reviewed every 60 days.

"We were very aware of the sacrifice our airmen and their families were making," Secretary Roche said. "Service before self is an Air Force core value and their performance illustrated that."

Caption contest



Submit an entry for this month's Safety Caption Contest and win a free lunch from the 325th Services Squadron! Send your caption to 2nd Lt. Cecil Woolard at 283-4231 or e-mail the safety office.



Last month's winner

"Can you hear me now? ... Good!"

AIRMAN 1ST CLASS SHAYLA BUTLER
325th Fighter Wing legal office



AETC deployment pool to increase

TECH. SGT. JULIE BRIGGS
Air Education and Training Command
public affairs

RANDOLPH AIR FORCE BASE, Texas — More Air Education and Training Command people are assigned to an Air and Space Expeditionary Force due to an increase in the number of people assigned to the AEF Library.

The library is the global directory of people the Air Force can tap for deployment.

The Air Force's goal was to increase the library to 200,000 people by July 31. Consequently, the number of AETC people in the library has also jumped.

According to AETC officials, two years ago the command had 7,000 people committed to Air and Space Expeditionary Forces. This year the command has 13,000 people

committed and next year it will have 20,000 people loaded into the library.

The number of AETC people who have deployed has doubled in the past year. Prior to Sept. 11, AETC had 400 people deployed. Now the command has about 800 people deployed at any given time, said AETC officials.

"By increasing the number of people in the AEF Library we can spread the deployment workload over a larger number of people," said Lt. Gen. John Hopper Jr., AETC vice commander.

With a larger pool of people eligible to deploy, the Air Force hopes to provide greater stability and predictability for servicemembers and their families, General Hopper said. This is especially important with today's in-

creased operational tempo as a result of the Sept. 11 terrorist attacks.

The library increase was suggested during an ongoing review of the AEF construct directed by Gen. John Jumper, Air Force chief of staff. Maj. Gen. Timothy Peppe, special assistant to the chief of staff for air and space expeditionary forces, started the review shortly after taking office in March. His office has a one-year charter to review the AEF construct for refinement to meet ongoing requirements and requirements for the war on terrorism.

General Hopper said the ultimate goal is to continue with the AEF construct of three-month deployments followed by 12 months at home in a 15-month cycle so people know when they might be deploying and

when they will be home.

"Even with our increased operational tempo, we think that about 90 percent of the people will continue to see the three-month rotation," General Hopper said, "but we're concerned that there may be as many as 10 to 15 percent who, in fact, will have to stay longer than the 90 days."

General Jumper announced in a July 23 letter to airmen worldwide that the Air Force had begun identifying the stressed career fields that could see longer deployments. These include security forces, civil engineers, combat control, communications, air command and warning, pilots and enlisted aircrews.

AETC's responsibility in the AEF is twofold, General Hopper said. First, the command is responsible for

●SEE DEPLOY PAGE 11

The men and women of the 325th MXS Engine Flight keep the Checkertail Clan on ...

... a power trip that never ends

2ND LT. ALBERT BOSCO

325th Fighter Wing public affairs

Imagine yourself being part of a NASCAR pit crew, shouldering the responsibility of keeping a single car in top running condition at all times. To many, this may seem like a difficult task. For the men and women of the 325th Maintenance Squadron Engine Flight, keeping one car running would be a piece of cake in comparison to their job of keeping America's leading air superiority fighters in the air.

The engine flight, working hand in hand with fighter squadron maintainers and Lockheed Martin contractors, supports Tyndall's flying mission by providing maintenance on 183 engines for more than 75 F-15 Eagles with only 30 assigned military personnel. To successfully achieve this mission, the flight operates three shifts, allowing them 24-hour coverage.

Aside from daily maintenance, which, according to Senior Master Sgt.

John O'Neal, engine flight chief, consists of fan changes, augmentor (or afterburner) inspections and changes, and gearbox maintenance, the flight also augments flightline personnel by providing technical assistance and inspections on the engines.

Housed in a maintenance facility that is shared with Lockheed Martin, the flight performs maintenance on engines that come in due to damage or scheduled maintenance. If the required repairs are minimal, flight personnel provide rapid service to "turn the engine around," otherwise, the engine is handed over to Lockheed Martin for in-depth maintenance or repair.

"Our goal is to get the engines in and out of the service bays as quickly as possible without having

them return," said Sergeant O'Neal. "The training environment is a little harder on the engines, so we try to get them completed and back to the flightline within five days. We do this by working closely with Lockheed Martin in order to coordinate our efforts and ensure the job is done right and on time."

Complementing the engine maintenance facility are the "hush houses." These facilities allow personnel to test engines individually on test stands or bring aircraft into the facility for engine testing. Though the engines can be in or out of the aircraft when tested, the most amazing aspect of this operation is that the

flight is able to test more than 700 engines annually in addition to providing 80 completed engines to the flightline.

"What we do is unique, because the [base] imposes quiet hours from 10 p.m. to 6:30 a.m. This means that we can't run an engine above 80 percent power," said Tech. Sergeant Timothy Walker, assistant element chief. "The hush house allows us to put an engine

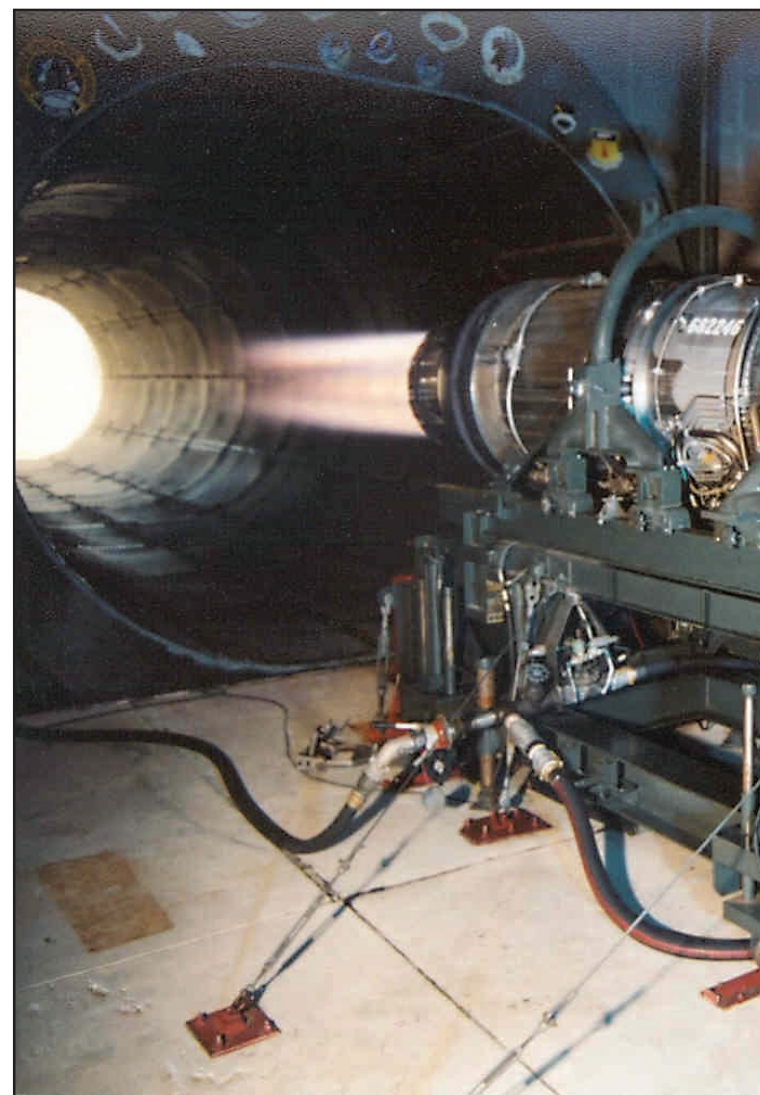
through its paces at 100 percent power which speeds up repair times and allows us to operate 24 hours a day. Additionally, personnel are able to troubleshoot and adjust the engines with full flexibility."

As preparations continue within the Air Force to make way for what many consider to be the next generation in air dominance, the F-22, the men and women of the engine flight are doing their part to make a home for this multi-million-dollar technological wonder. Apart from its sleek design, stealth characteristics and advanced avionics, to these men and women, the heart of this aircraft is its two Pratt & Whitney F119-PW-100 engines that allow it to travel faster than the speed of sound without using after-



2nd Lt. Albert Bosco

Master Sgt. William Canfield, element chief, and Tech. Sgt. Timothy Walker, assistant element chief, simulate tuning an engine installed in an aircraft.



An F100 engine roars at full afterburner inside the "hush house" environment. The F-15's engine is capable of producing ne



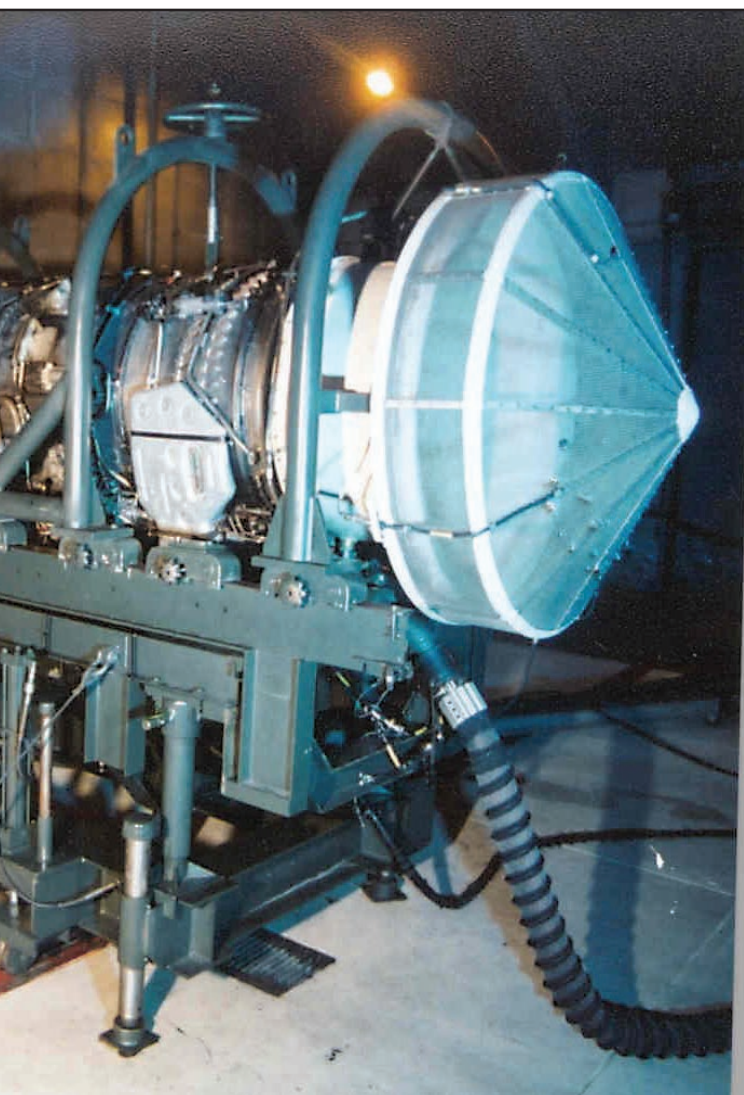
2nd Lt. Albert Bosco

Airman 1st Class Joshua Spainhoward inspects an F100 engine.

burners. Sergeant O'Neal, who has been an integral part of the project bringing the F-22 to Tyndall, elaborated on what it means to his troops to get the F-22 here:

"Having the F-22 here makes us the tip of the spear, so to speak, because we are going to be the first operational base to employ this plane in its full capacity. What this means to the engine shop is that we will be the first to get hands-on experience on 21st century engine technology."

Sergeant O'Neal isn't the only person enthusiastic about



Courtesy photo

house," designed to greatly reduce total noise output on the early 24,000 pounds of thrust.



2nd Lt. Albert Bosco

Sergeant Walker monitors equipment inside a test cab.

dirty. "My goal is to fly, but until I earn a commission, this is as close as it gets," said Airman 1st Class Joshua Spainhoward, an engine maintainer. "The F-22 will provide the young airmen an opportunity to grow with it," said Sergeant O'Neal.

the new engines.

In discussing their current roles, all of the airmen conveyed a sense of anticipation as they described their reasons for choosing their careers, such as being around aircraft, learning new things and just getting

"Having the F-22 here makes us the tip of the spear, so to speak, because we are going to be the first operational base to employ this plane in its full capacity."

SENIOR MASTER SGT. JOHN O'NEAL
325th Maintenance Squadron Engine Flight chief

While the engines in both the F-15 and F-22 are made by the same manufacturer, that's where the similarities end. The F-15 Eagle is powered by two Pratt & Whitney F100-PW-100 turbofan engines, each producing nearly 24,000 pounds of thrust. The F119 engine, on the other hand, produces well over 30,000 pounds of thrust. The F100 engine can push the F-15 above the speed of sound; however, it relies on a multi-stage afterburner to get the job done which uses a lot of fuel.

The F119, on the other hand, has "supercruise" capability, which means that it can push an F-22 beyond the sound barrier without afterburners, meaning less fuel is required. What this means to the engine flight, however, is upgrades. In fact, the maintenance squadron has been diligently preparing for the arrival of the first engine, scheduled for late November with its first test in December.

A few modifications that have already taken place are the upgrade of the thrust beds in the hush houses, as well as the addition of supports to hold the test stands, allowing the operation of higher thrust class engines such as the F119. The arrival of a new control cab and fuel trailer are pending. Additionally, the hush houses have already been redesignated. "House 1" will be used primarily to test F100 engines, while "house 2" will be used to test the F119s. Both houses, though, will be able to facilitate installed tests on either airframe.

The modifications aren't going to stop with just the facilities. Over the course of the next few years, the engine shop will nearly double its manpower with the first 10 of 25 new personnel scheduled to arrive within one year. Three new team members, who have experience on the F119, will arrive this year and will be considered a cadre team. Additionally, six Pratt & Whitney technicians will be on site to provide assistance and handle all major maintenance on the F119.

"We are looking forward to working with the Pratt & Whitney technicians," said Sergeant O'Neal. "They have been receptive to working together and are willing to let our people work alongside of them. This

will provide our airmen the opportunity to learn from the maker."

Preparations are also being made to renovate the training environment. According to Sergeant O'Neal, it takes nearly three years to become proficient on an engine, and having two different types will make it more of a challenge.

"You would think that the engines would be really similar, being from the same manufacturer, but they're like night and day from one another," said Sergeant O'Neal. The most significant change for the maintainers is that technical orders, or TOs, which are the maintenance manuals used, will no longer be stuffed into binders. Instead, they will be available



2nd Lt. Albert Bosco

Airmen 1st Class Calvin Hawkins and Tasheena Thomas examine a sensor on the fan section of an F100 engine.

on laptop computers, which will necessitate additional training as maintainers adapt to the change. Training on the engines will take place in two primary areas: formal training, which will be conducted at Tyndall, and on-the-job training, or OJT, where the maintainers will receive their qualifications.

One might think that not having personnel currently trained on the F119 and the arrival of the first F-22 scheduled for Spring 2003 might impact the flight's ability to carry out its mission. However, Sergeant O'Neal said the flight will receive a training engine in November and they do not need an actual aircraft here to begin their training.

And they, like the rest of Team Tyndall, will be ready to support the F-22 flying training mission when the first aircraft arrives.

General releases new reading list

STAFF SGT. C. TODD LOPEZ
Air Force Print News

WASHINGTON — The chief of staff of the Air Force recently released his list of suggested books for Air Force people.

The latest Chief of Staff Reading List is a departure from past lists in that it is not broken up by rank.

“It’s appropriate for Air Force members of all grades to pursue it, as their time permits,” said Chief of Staff of the Air Force Gen. John P. Jumper. “Also, it is my conviction that it’s useful for the generals to know what the young troops are reading and vice versa.”

The books were chosen because of their relevance to current issues affecting the Air Force.

“For the challenges the U.S. Air Force faces today, I have given priority to books regarding: the recent past as more lesson-filled than the distant

past, the transformation challenges we have overcome and those that we still face, and a look to the future for clues to the asymmetrical vulnerabilities that await us,” General Jumper said.

The list, available online, currently includes about 14 titles. Book topics range from Osama bin Laden to the struggle between Pakistan and India.

“It is my intention that the course content within our professional military education system will be based in appropriate measure on the materials these books address,” General Jumper said.

The new CSAF reading list is available at: www.af.mil/lib/csafbook/index.shtml. Readers will soon be able to find the books at their base libraries, and the books will also be made available through the Air Force’s institutional schools at Air University.

●FROM RIDE PAGE 2
from the ceiling like pinatas to give us a good idea what it feels like to float back to earth while we are desperately trying to recall Captain Koch’s lesson content, especially the part about steering clear of trees, power lines, fast food restaurants, NASCAR speedways, etc., etc.

Fast forwarding to the next day, I find myself alone, loitering inside an empty 1st FS morale center, namely the squadron bar, guzzling my fifth bottle of 1st FS spring water in about 15 minutes, while awaiting a pre-flight briefing with my assigned pilot. Up to this point, over a several month period, at least a hundred people to whom I’ve mentioned my incentive flight, whether or not they’ve even taken an incentive flight before, instructed me to “hydrate, hydrate, hydrate.”

While I’m still loitering in the bar area, each IP who stops to greet me, advises me to go get a few more water bottles. By now I’m finally starting to get the idea that water intake is pretty important. After forcing down nearly the entire squadron’s water supply in about a 20-minute period, I’m welcomed by Capt. Brian “Scooby” Dudas who, after asking me if I’d like some more water, introduces himself as the pilot of the F-15 that will accompany mine as part of a two-ship formation. He then directs me to a tiny briefing room where I meet his incentive flyer, Staff Sgt. Arthur Renaud, of the 325th Maintenance Squadron, and my assigned pilot,

Maj. Mike “Shooter” Brockey. Knowing I’ll soon be a helpless backseater in a Mach 2-plus jet, I pay closer attention to the major’s instructions than those given by anyone in my lifetime, including Captain Koch.

During the briefing, neither of us incentive flyers even dares to break the pilots’ focus by asking a single silly question. Our reply to all questions is a polite “Yes, sir!” even when asked, “Are either of you guys just plain chicken?”

Next our pilots use a pair of scale F-15 models on sticks to show us in great detail exactly how they will make us lose our lunches. They seem to be communicating in some kind of language known only to fighter pilots. Meanwhile, I begin to suspect they are using this language to simultaneously work a last minute deal to swap out backseaters. Here is my best guess interpretation:

Captain Dudas: “OK guys, after takeoff we will first execute an X-Ray, Tango Shooter, TWO LAGER, Echo, then we’ll attempt an Aunt Jemima Grand Canyon Asphalt, Meteor CHICKEN on TECH. SERGEANT NEELY, Vector One HURL on UNIFORM.”

(Suspected translation: “Shooter, I’ll give you two cases of your favorite beverage if you get an immediate replacement for Tech. Sgt. Neely, he seems to have already ruined his flightsuit.”

Major Brockey: “Copy, Sierra Hotel Scooby, Vector,

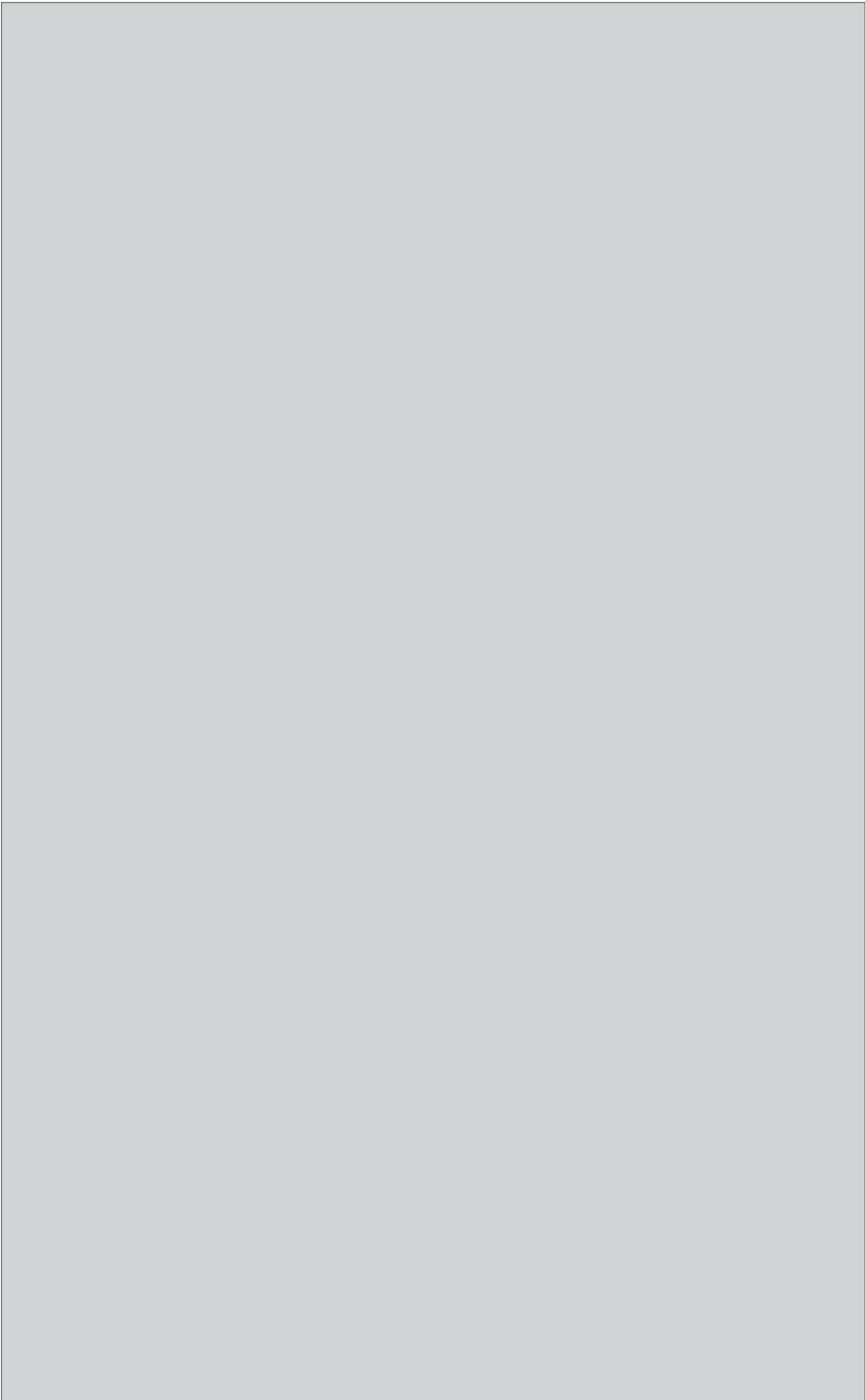
DEAL!”
Once the pilots conclude their negotiations and the rest of the briefing, it’s time to head to the squadron life support section. As the shop’s name implies, this is a place that makes sure pilots and incentive flyers have vital gear like helmets, oxygen masks, survival kits, all the stuff they need to survive an ejection over land or water. It’s also the place where life support personnel get understandably homicidally angry if an airsick incentive flyer chooses to yack in his or her oxygen mask. Being very experienced with incentive flyers, Staff Sgt. Danny Smith mercifully hands me at least a dozen airsickness bags.

Next we all pile into an aircrew van and are shuttled to our jets. At jetside, we are met by some of the most important players in the entire flying equation: The crew chiefs. Folks like Airman 1st Class Ben Rose have already prepped our jet – in a nutshell, they’ve made sure it has plenty of gas, properly documented maintenance records, and that all systems are go for launch.

While prepping their jets at Tyndall in summertime, the crew chiefs have probably already sweat off about 20 gallons of the water they proactively consumed before heading out to the broiling hot flightline, where heat indexes often seem to reach, oh, about 11,600 degrees.

(Editor’s note: This article is the first in a series of two articles. Part II will be published in next week’s Gulf Defender.)





Pentagon Memorial competition under way

Baltimore – The U.S. Army Corps of Engineers has released the requirements and procedures for entering the first stage of the competition to select a Pentagon Memorial artistic concept. The competition program is now accessible on the competition Web site, <http://memorialcompetition.pentagon.mil/>.

Potential entrants are encouraged to download the program. People who are unable to download it should call the competition’s dedicated phone number, (866) 782-4383. The number is toll free in the United States. A competition packet will be sent by mail.

The program includes: the deadline and address for delivery of entries; entry format and requirements; site plans, elevations and restrictions; competition rules and guidance; jury information; and Pentagon history and other background information.

“We are looking for an artistic vision for an exquisite memorial,” said Carol Anderson-Austra, Pentagon Memorial project manager, “one that brings solace and satisfies the families and the nation.”

The Congressionally authorized outdoor memorial will be located on the grounds of the Pentagon. The memorial will honor both the Pentagon and airline victims of the Sept. 11, 2001, attack.

The competition is open to everyone worldwide and has a deadline of Sept. 11, 2002. People may enter individually or in teams. The selection process will take place in two stages. Initially, all entries will be judged, and up to five semi-finalists will be chosen. These entrants will be asked to further develop their concepts and create models before a final selection is made.

A jury will judge the competition.

General information about the Pentagon Memorial project can be found at <http://pentagonmemorial.nab.usace.army.mil/>.

●FROM DEPLOY PAGE 7
training mission-ready air-
men to take their place in
the air and space expedi-
tionary force. Second, the
command has people who
support the AEF.

Initially excluded from the
list of those eligible to de-
ploy were instructors, be-
cause training activities
can’t be halted. However,
General Hopper said some
instructors will now deploy.

“The command has in-
structors in virtually every
career field, some of the
most highly qualified
people in their respective
career fields,” General

Hopper said. “So it makes
sense for people from our
command to go out and
man an AEF.

“The AEF is a mission
concept and a people con-
cept,” General Hopper
added. “From the mission
perspective, it’s the way
we present air and space
power to the joint forces
commander. On the people
side, it is the construct for
how we’re organized and
how we respond to the op-
erational tempo of the day.
The AEF concept provides
great mission focus along
with great flexibility to re-
spond to changes.”

Your link
to what's going on

Gulf

Guide

in the
Tyndall community

AUGUST

MON

12

Anger-management class
The four-session anger-management class will continue 1-2:30 p.m. Monday, Aug. 19 and 26 in the life skills support center, Building 1305. For more information, call family advocacy, 283-7272.

TUE

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Personal finance class
A personal finance skills class will be 11 a.m.-12:30 p.m. Tuesday in the family support center classroom. The class will focus on how to analyze cash flow, set short and long-term financial goals and establish a working budget. For more information and reservations, call the family support center, 283-4204.

Civil Air Patrol meeting
Civil Air Patrol meetings for boys and girls 12 years old and older will be held 6-8:30 p.m. every Tuesday in Building 852. The CAP offers local and national activities with a focus on educational and professional development. For more information, call Capt. Tim Jones, 283-8018, or Master Sgt. Perry Newberry, 283-4189.

WED

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Protestant youth group
The Tyndall Chapel's Protestant Youth Group meets 5-8 p.m. Wednesdays at Chapel 2. For more information, call the Chapel 2 office, 283-2925.

THU

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Southern Illinois University visit
Southern Illinois University representative Felicita Myers will be visiting the Tyndall Education Center 11:30 a.m.-2:30 p.m. Thursday. Ms. Myers, who has a bachelor's degree in health-care management, will be available to answer questions relating to the university's programs. For more information, call the education center, 283-4285.

Bible study
A weekly Bible study session offered by the Officer Christian Fellowship and Christian Military Fellowship will be 11:30 a.m.-12:30 p.m. Thursdays in the community activities center. For more information, call Capt. Carma Pauli, 283-7669.

Smooth-move workshop
A smooth-move workshop will be 9 a.m.-noon Thursday in the family support center classroom. All military, Department of Defense civilians and family members are invited. For more information or to make reservations, call the family support center, 283-4204.

NOTES

Pre-retirement seminars
Three pre-retirement seminars for Civil Service and Federal Employee Retirement System employees will be 8 a.m.-4:30 p.m. Aug. 27-29 at the Holiday Inn Select on Highway 77, across from the Panama City Mall. These seminars are not just for employees nearing retirement in the immediate future; the seminars provide valuable information for anyone wishing to plan ahead and find out how retirement will interact with Social Security, the Thrift Savings Plan, etc. Spouses are welcome to attend. To sign up for one of the CSRS seminars on Aug. 27 or Aug. 29 or for the FERS seminar on Aug. 28, call 283-8233 or e-mail: anglea.trevino@tyndall.af.mil. Class sizes are limited.

Veterans eligible for diplomas
A new Florida law allows Florida's Korean War veterans the opportunity to obtain their high school diplomas if they: are Florida residents; joined the service between June 1950 and January 1954; received an honorable discharge; started high school between 1946 and 1950; and were scheduled to graduate from high school between 1950 and 1954. Interested veterans can contact the Division of Workforce Development, Florida Department of Education, (850) 922-5961, or the Department of Veterans Affairs, (800) 827-1000, extension 7400. Applications can be downloaded from either www.firm.edu/doe/workforce/koreanvet.htm or www.floridavets.org/benefits/KoreaVetsHS.htm.

West Nile virus program
The Tyndall Veterinary Treatment Facility has been participating in a surveillance program ever since the West Nile virus was first reported in Florida. Wild birds found dead of unknown causes are submitted to the state lab for testing. Anyone finding a dead bird should contact the veterinary facility. If the bird carcass is in good condition, wear gloves to retrieve the bird, double bag the specimen, contact the veterinary clinic and bring it to the clinic as soon as possible. If the bird cannot be brought to the clinic immediately, the specimen can be frozen until it can be turned in. People are reminded that the West Nile virus is transmitted by

mosquitoes; it is not possible to contract the disease by direct contact with an animal that has it. For more information, call the veterinary clinic, 283-2434.

AADD program
The Airmen Against Drunk Driving program provides military members with a free, safe ride home within the local area. This program is available to all ranks who have a valid military identification card. AADD stresses complete anonymity to ease fear of retribution. The current hours of operation are 5 p.m.-5 a.m. Friday and Saturday. For more information, call Airman 1st Class Carrie Wilks, 283-2891, or Senior Airman Gloria Gutierrez, 283-8138.

RETIREE NEWS

Financial data theft scheme
The Internal Revenue Service recently warned of a fraudulent scheme that uses fictitious bank correspondence and IRS forms in an attempt to trick taxpayers into disclosing their personal and banking data. The information fraudulently obtained is then used to steal the taxpayer's identity and bank account deposits. In this scam, a letter claiming to be from the taxpayer's bank states that the "bank" is updating its records in order to exempt the taxpayer from reporting interest or having tax withheld on interest paid on bank accounts or other financial dealings.
Legally, banks must report interest to the IRS and taxpayers must include it as income. The "bank" correspondence encloses a phony form that purports to come from the IRS and seeks detailed personal and financial data. The letter urges the recipient to fax the completed form to a specific number within seven days or lose the reporting and withholding exemption, resulting in the withholding of 31 percent on the account's interest. The scheme promoters then use the faxed information to impersonate the taxpayer and gain access to the taxpayer's finances.

Taxpayers who have received a fraudulent letter and form should report this to the Treasury Inspector General for Tax Administration by calling the toll-free fraud referral hotline, (800) 366-4484, faxing a complaint to (202) 927-7018 or writing to the TIGTA Hotline, P.O. Box 589, Ben Franklin Station, Washington, D.C. 20044-0589.

YARD SALES

The following yard sales are scheduled for Saturday: 3524 Bullard Court and 3542-A Andrews Loop. All yard sales are held between 8 a.m.-4 p.m.

BASE THEATER

Today: "Star Wars: Episode II" (PG, sustained sequences of sci-fi action/violence)
Saturday: "Powerpuff Girls" PG
Sunday: "Star Wars: Episode II"
Thursday: "Powerpuff Girls"

All movies start at 7 p.m.

CLASSIFIEDS

Wanted: someone who commutes to Eglin AFB to share carpooling with Tyndall personnel. If interested, please call Capt. Arceneaux, 283-4133 or evenings 874-1112.

Tyndall runners beat feet, prepare for AF Marathon

TECH. SGT. DAN NEELY
325th Fighter Wing public affairs

A group of Tyndall Air Force Base runners is in the final stages of training for the annual Air Force Marathon, which gets underway Sept. 21 at Wright-Patterson AFB, Ohio.

Eleven members of the Tyndall Running Club will be forming two separate teams – Tyndall Gulf Defenders I and II – to take on the challenging 26.2-mile course that traverses historical sites on the base.

“Many of our runners are first-timers, but have been training very hard throughout the hot summer here,” said Bill McTernan, 325th Air Control Squadron, who leads the team. “We have eight more weeks of training, but most of us are running between 40 to 90 miles a week.”

McTernan said the runners meet for track workouts and a routine 5:30 a.m. run Sunday mornings at the base youth center.

For first-timers like Susan Rowland, Southeast Air Defense Sector, their participation follows through on a long-time personal challenge – to at least finish the course on their initial attempt.

“I’ve always wanted to try and complete a marathon,” Rowland said. “I was called to active duty in September, and thought the Air Force Marathon would be quite appropriate.”

Jim Kindall, 325th Communications Squadron, kicked that notion up a few notches.

“It’s one of my life goals,” he said. “I take everything to the extreme.”

Kindall, who said he trains by running 10-15 miles every other day, described his personal motivation bluntly. “I do it for personal satisfaction.

A marathon isn’t for everyone. I don’t know if it’s for me yet either.”

Bernie Still, 325th Air Control Squadron commander, is one of the group’s most veteran competitors. Still has run six national and international marathons – from Memphis, St. Louis and Lincoln, Neb., to overseas events in London and Paris. He completed the 2000 Air Force Marathon in just under four hours. When asked why other runners should consider tackling a marathon, Still responded, “It lets you know how far you can actually go.”

Part of the Air Force Marathon course winds past the Air Force Museum, the Air Force Institute of Technology, Headquarters Air Force Material

Command, the WPAFB Flightline and the Wright Brothers Memorial Monument.

According to information from the event’s official Web site, all levels of runners from around the world, including wheelchair participants, marathon teams and Ekiden-style relay teams, are invited to enter. The USAFM course is certified by the USA Track and Field Association. It contains a large number of hills and, according to the site, has been considered by many veterans to be more challenging than the Boston Marathon.

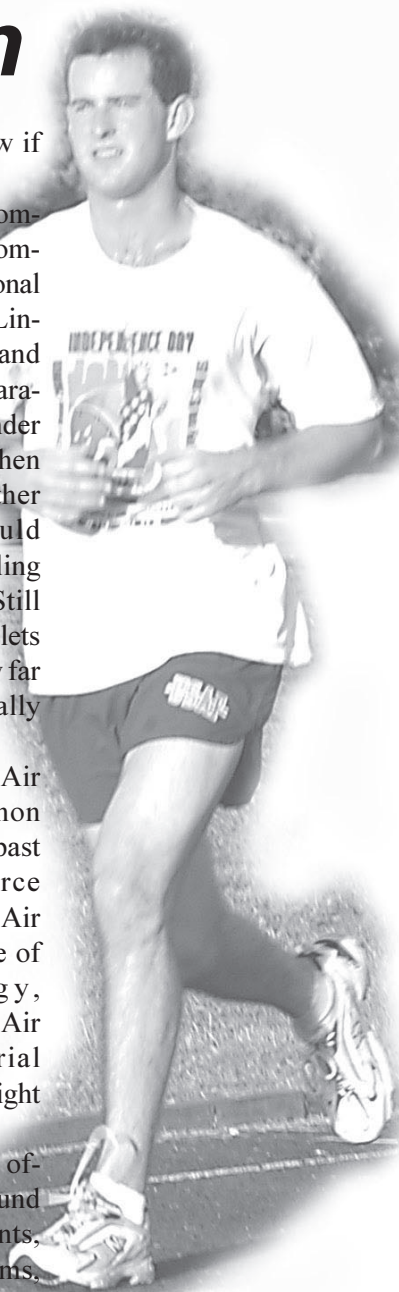
McTernan said the Tyndall Running Club is looking for more people to fill out the relay teams. Average relay legs are 5.5 miles with four runners per team.

“We’ll be happy to take on anyone else who would like to compete and/or those just looking for someone to train with.”



2nd Lt. Ryan Fitzgerald

Tyndall runners will join hundreds of others who will pound the pavement along the Air Force Marathon’s 26.2-mile course.



2nd Lt. Ryan Fitzgerald

2nd Lt. Ryan Fitzgerald

Suzanne McTernan, above, and Bill McCraven, right, begin a pre-marathon workout at Tyndall’s running track.

“A marathon isn’t for everyone. I don’t know if it’s for me yet either.”

JIM KINDALL

325th Communications Squadron

Funshine NEWS

August 9, 2002

This page is produced by the 325th Services Marketing office, 283-4565.

YES!
Membership
Pays!
Here's How...

Mind Moods
At the
Enlisted Club
with D.J. Krowne
August 17
9 p.m.-
midnight
Caf

Tyndall Officers Club
Retiree
Appreciation
Night **August 23**
25% discount on all entrees

Tyndall Enlisted Club
THE Steak-Out
Zone
Every Friday
5:30-8:30 p.m.
Only \$5.95
The Steak Zone features:
choice steak cole slaw
potato salad fire extinguisher
283-4357 for details

Every Wednesday at the O Club
Family Night Buffet
5:30-7:30 p.m. \$6.95
Children 6-11 \$4.95 5 and under eat free
Visit your club where your
satisfaction is guaranteed!
If you are unhappy with your club
experience just talk to your club manager.
283-4357

2nd Annual All Ranks
Medieval
Banquet
(Members only)
September 28

Marina Club

☎ 283-3059

Flea Market

Aug. 10, 8 a.m.-1 p.m. Table rental
\$10 for members \$15 for non-
members.

Pontoon Boat Rentals

Full day rental only \$95.

Sunday Breakfast

The Marina is open for breakfast every
Sun. 7:30-10 a.m.

Seafood Lunch Buffet

All-You-Can-Eat only \$6.50, including
soft drink. Every Fri. 11 a.m.-2 p.m.

Scuba Lessons

Open water certifications: \$125.

Bowling Center

☎ 283-2380

Fall Leagues Meeting

Mon. Night Ladies: Aug. 19, 6 p.m.
Tue. Night Mixed: Aug. 27, 6 p.m.
Wed. Night Mixed: Aug. 28, 6:30 p.m.
Thur. Morning Ladies: Aug. 15, 9:30 a.m.
Thur. Intramural: Aug. 8, 1 p.m.
Fri. Night Mixed: Aug. 30, 6:30 p.m.

Call for details about the Sunday night
"ball league" meeting.

Raptor Lanes Registration for

Youth Leagues

August 10 & 17

9-11 a.m.: Jr. and Sr.

11 a.m.-12:30 p.m.

Shooting Stars & Pee Wee

All youth signing up at this time receive
a hot dog, drink & 3 games of bowling

Call 283-2380 for more information.

32nd Annual Panama City Open Spearfishing Tournament

August 15-18 2002

Spear Fishing Tournament: August 15-18,
2002. This event begins with a safety meeting
at 6:30 p.m., August 15 and ends with an
awards ceremony at 1:30 p.m., August 18.
There will be a fish fry held on the last day of the
tournament - tickets \$5.

Skills Development Ctr.

☎ 283-4511

Framing Class

Available on Thurs. 5-7 p.m. Costs \$30
which includes 8x10 frame supplies.
Must preregister for class.

Skills Development Center

Entries accepted Aug. 1- Sept. 1

Annual AF Contests

Artist Craftsman Categories Include:

Numerous categories include:

- Fine Art ■
- Textile Art ■
- Industrial Art ■
- Multicrafts/Pattern Art ■

Photo Contest Categories Include:

- Monochrome Prints
- Color Prints
- Color Transparencies
- Digital Photos

Call 283-4511 for more information.

Altitude with Attitude

Join the Aero Club by the end
of Aug. 2002 & you could win:

- \$100 flight scholarship
- SoftComm C-90 Headset
- \$84 Proficiency
Flight Scholarship
- \$100 toward flight time

(awarded to pilot with most monthly hours)

Call 283-4404 for details.

FREE AEROBICS CLASSES

Free aerobics classes are available at the
Tyndall Fitness Center. The New Energy
team of instructors offers a large variety
of classes for the month of July.

- Cardio-Kickboxing at beginning level
- muscle fit ■ advanced step
- basic step ■ Butts-n-Guts ■ hi-low

Work at your own fitness level, and
remember to have fun!

Call 283-2631 for more information

Pool Hours

Hours:

Fitness (Lap) Swim:

(last day for lap swim is Aug. 23)

Tues. 6-7:30 a.m.

Wed.-Fri.: 6-7:30 a.m.,

11-11:30 a.m., 5-6:30 p.m.

Water Aerobics:

Tues., Wed., and Thurs.: 6:30-7:30 p.m.

Open Swim:

Wed.-Sun.: 11:30 a.m.-6:30 p.m.

The pool will be closed Aug. 26-30
& open Aug. 31-Sept. 2.

Fees:

- Open Swim: \$1 per person per visit
- Fitness Lap Swim is free
- Water Aerobics is free

283-3199

Community Activity Ctr.

☎ 283-2495

BBQ Cook Off

The BBQ Cook Off has been canceled.

Bonita Bay Outdoor Rec.

☎ 283-3199

Kayak Classes

\$40 per class. August 11, September
15, October 6.

Youth Center

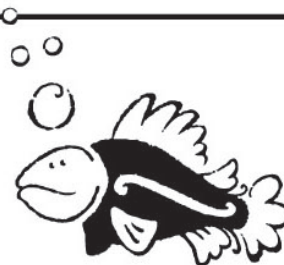
☎ 283-4366

Start Smart Soccer

Is your 3-5 yr. old ready for organized
soccer? Sign up for start smart soccer
and work one-on-one with your child
developing basic skills. Program runs
Aug. 17, 24, 31 and Sept. 7 at 9 a.m.
Cost is \$30 and space is limited. Call
Andy for details.

Pre-Teen Lock-in

August 23, 7 p.m.-7 a.m. For youth
ages 8-12 yrs. Cost is \$10 for
members and \$15 for non-members.
Last day to register is Aug. 21.



Call for details
283-3059

Camel spiders create ‘urban legends’

SENIOR AIRMAN GRACE
HALL

379th Expeditionary Medical Group
public health

OPERATION EN-DURING FREEDOM (AFPN) — Many people deployed for the war on terrorism have heard of the dreaded camel spider and how this monster-of-a-creature can viciously attack everything in its path.

Stories even exist of camel spiders eating people’s flesh in the middle of the night without them noticing until they wake up.

Unfortunately, these “urban legends” are what most people believe. Few actually know what the camel spider is truly like.

The name “camel spider” is not entirely accurate. They are not exactly spiders; they are solifugids — sort of a

cross between a spider and a scorpion. They vary in size, between 1 to 6 inches, depending on the species, sex and age.

They do not spin webs and most types (more than 500 species) do not have venom. There is one species that may live in the Southwest Asia area that has a type of venom that causes temporary paralysis in the victim. All species have four pincer-like jaws used for crushing prey. The main risks presented by camel spider bites are shock or infection.

Despite their fearsome appearance and strong bite, camel spiders are unlikely to harm humans. Generally, they prefer to stay away from people. So, they are not likely to make a meal out of someone; however, if they are backed into a corner or feel

threatened, they will aggressively fight back.

Although they only use three of their four pairs of legs for running, camel spiders are one of the fastest running arthropods, reaching speeds up to 10 mph. They rely on this speed to catch prey.

Oftentimes, people only catch a glimpse of the camel spider as it dashes across the floor in search of food. They feed on other spiders, scorpions, lizards, mice and some small birds. Once they have caught their prey, they use their crushing jaws to kill it.

Camel spiders come out primarily at night in search of food. They are attracted to light and will appear most frequently on roads or paths. During the day, camel spiders spend most of their time hiding in burrows or under objects looking for shade.

When they do come out during the day, camel spiders avoid the heat by running from shadow to shadow, even if it belongs to a human. If a camel spider runs toward a person’s shadow and he or she tries to run away, the spider will chase the shadow. So, it appears to be chasing people when it is actually not.

If people see a camel spider, do not try to get rid of it themselves, said officials with 379th Expeditionary Medical Group public health section at Al Udeid Air Base, Qatar. The spider will move on its own; camel spiders do not spend much time in one place.

Chemicals such as bug sprays are not recommended as they most likely will do nothing but make the spider angry, said officials.

Officials also warn against trying to capture a camel spider to serve as a pet or mascot. Avoidance is the key.

Sports Standings

Softball final standings			Intramural Golf	
American League			Squadron	Total points
Team	Win	Loss	COMM	59
MXS	17	3	MXS	54
ACS	15	5	AFCESA	53
2 FS 2	14	6	SVS	52.5
SEADS	14	6	TS 1	52
1 FS	14	6	SEADS	51
SVS	8	12	ACS	50
OSS	8	12	CONR 1	48.5
LSS	6	14	CES	48
COMM 2	5	15	WEG	43.5
WEG	5	15	95 FS	39
95 FS	4	16	LSS	35
National League			MSS 1	33
Team	Win	Loss	2 FS	31
COMM	12	2	OSS	30
RHS	12	2	CONR 3	30
SFS	7	7	CONR 2	22.5
AFCESA	6	8	83 FWS 1	18
TW	6	7	SFS 1	16.5
TEST	5	9	RHS	15.5
MDG	3	9	MEDGP	13.5
CES	2	10	83 FWS 2	13
			372 TRS	11
			TS 2	7



Think
before
you
drink.

